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Sachsenwerk, Radeberg
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1. On Soviet orders, the mobile decimeter sets constructed in the Sachsenwerk, Radeberg, were termed workshop vehicles (Werkstattwagen) and therefore the designations of the various types of vehicles were changed. At present, there are the following types of vehicles:

WA-11-A. Vehicles equipped with transmitting and receiving sets; equipped with 3 type RVC-902-1 directional communication sets (Richtvorlinkommunikations), including 1 reserve set; 2 type-12S carrier-frequency sets for a total of four channels; and 1 type-FT-3 twin frame unit for carrier frequency telegraphy (Frequenztelegraphie-Doppelgestell).

WA-12-A. Vehicles equipped with type 12S carrier-frequency sets for eight channels and type FT-3 twin frame units for carrier frequency telegraphy (Frequenztelegraphie-Doppelgestelle).

WA-13-A. Accommodation and sleeping vehicles (Wohn- und Schlafwagen) which are used to transport the directional antennae and the two-axle radio-mast car; carrying 2 directional antennae and 5 antenna wires, including 1 reserve wire.

WA-14-A. Vehicles equipped with two 5-hp Diesel generators. The terminal point of a type RRI-8 radio-relay line (decimeter line) consists of 1 WA-11-A vehicle, 1 WA-12-A vehicle, 1 WA-13-A vehicle and 2 WA-14-A vehicles. A relay point of such a line consists of 1 WA-11-A vehicle, 1 WA-13-A vehicle and 1 WA-14-A vehicle. A complete, RRI-8 type mobile decimeter line requires a total of 26 vehicles belonging to the 2 terminal points, 5 relay points and including 1 measuring-and-testing vehicle. 1

2. The 1952 orders placed to date for mobile decimeter lines consist of two categories: Project I calls for the assembly of six complete installations of type WA-8, with a supplementary order for the delivery of the measuring-and-testing vehicles which was signed by one Ivorogov (fnu) and one Karapolov (fnu). Project II had not been completely negotiated by the beginning of June 1952. Apparently this project will call for the delivery of 50 vehicles equipped with 50 sets of types RVC-903-B and TF-941. 2

3. Forty-five chassis for type WA-151 vehicles arrived in Radeberg from the Soviet Union on 12 March 1952. They were parked at the Sachsenwerk, Radeberg, because of lack of space at the IFA Karosseriewerk, Radeberg. The bodies for WA-13-A

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vehicles were built by the Waggonfabrik, Ammendorf; while the bodies for the other types of vehicles were built by the LPA Karosseriewerk, Radeberg and the LOM Waggonbau Merlau. In early May 1952 the LOM plant received a chassis for a SIS-151 vehicle from the Soviet Union for the purpose of building a model vehicle. The eight type RDS-1-B vehicles which were not accepted in late 1951 were to be equipped with a hot air heating system by the LPA Karosseriewerk, Radeberg, on orders of Lieutenant Colonel Moldavanov (inu).

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5. [redacted] list of the telecommunication and measuring sets completed in the assembly department, during the period from 1 January to 1 May 1952.

Number	Type	Remarks
100	RVG-903-B	To be mounted on RDS vehicles
0	RVG-903-B	For Soviet Zone Government, Postal Administration
6	RVG-903-B	For export to the Soviet Union
2	RVG-903-B	For test purposes in the plant
100	RVG-903	To be mounted on RDS vehicles
25	RT-3 (frequency-telegraphy set)	To be mounted on RDS vehicles
25	RT-3	To be mounted on RDS vehicles
25	RTZ-2-P (distortion meters)	For Soviet Zone Government, Volkspolizei
100	RVG-103 (valve voltmeters)	undetermined
20	DML-111 (decimeter-measuring circuit for wave lengths from 8 to 20 cm)	Requiring Russian descriptions
20	DML-121 (decimeter-measuring circuit for wave lengths from 20 to 60 cm)	Requiring Russian descriptions

6. During the first quarter of 1952, eight of the new type RVG-903-B sets with horn-shaped directional antennae, which had been built in an experimental series, were delivered to the German Postal Administration. Three of these sets went to Berlin and two were sent to Stalpe (N 53/L 32). During 1952, the postal authorities want to put into operation a decimeter line between Berlin and Dresden (N 52/T 29) via Stalpe and Sechata (N 52/L 71). During the first quarter of 1952, the Engineering Administration at 21 M. Rubjshova, Moscow, ordered the Sechsenwerk to deliver the following equipment by June 1952: 2 type RVG-903-B sets; 2 horn-shaped directional antennae for RVG-903-B sets; 2 RT-3 sets; 6 type RT-3 large-size frames (Grossgestelle) with type RV-12-P-2000 tubes with channels A1 through A5 and P1 through P5, to be supplied by the RFT Telecommunications Plant in Lautzen; and several boxes with spare parts for this equipment. A leading engineer of the plant claimed that the equipment would be used to set up an experimental decimeter line at Stalpe.

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If this line met Soviet requirements, large orders for similar equipment would be placed with the Sachsenwerk. On 7 May 1952, the Sachsenwerk received an order from the Engineering Administration, Moscow, through the GIA for the manufacture of four model WT-920 decimeter telephones.

7. The development of the new type WT-941 carrier telephone was completed in the carrier-frequency laboratory of the Sachsenwerk in early April 1952. The new set is designed for two-way communication over one-land and, through a four-wire circuit, makes possible the simultaneous transmission of twelve additional conversations in the frequency range of from 12 to 60 kilocycles per second. The set can be operated with radio sets, such as type WT-902 and WT-903 directional communication sets, as well as with cable and overhead lines. When employing the type WT-3 frequency telegraphy set, the speaking channels of the new device can be used for three telegraphy communications each. Two of the type WT-941 sets were manufactured for experimental purposes and installed on the line from the amplifier station in Wildpark to the amplifier station in Lichtenberg on 10 April 1952, allegedly for a trial period of four weeks.
8. The Sachsenwerk manufactured electric motors at a monthly rate of 1,500 to 2,000. All stocks of raw steel and copper in the plant were shipped out by train to an undetermined destination between 23 and 25 April 1952.
9. A commission of three officers, including Colonel Fedotseyev (fnu) as chairman, arrived at the Sachsenwerk from Moscow in the middle of February, 1952. The mission of these officers was the continuous control of the production of signal equipment. Three Soviet engineers wearing civilian clothing inspected the plant on 25 March 1952. They stated that the price of 39,000 eastmarks for one model WT-902-I was excessive and said that the USA had offered to supply decimeter stations for operation on a wave length of 60 cm to the Soviet Union at a price of only 8,000 rubles per set. An official announcement made in the plant on 29 April 1952 said that the Sachsenwerk would become a nationalized enterprise of the East German Government in May. The official transfer was to take place on 25 May 1952. Director-General Semen Fomin was to return to the Soviet Union at the end of May 1952. The previous Soviet chief engineer, Byalakov (fnu), was to remain in the plant as the acceptance engineer. On 2 May 1952, Steinboil (fnu), chief of the translation office, ordered that all patents reported by plant engineers prior to 6 May 1952, be translated into Russian because the translations must be submitted to Director-General Fomin by 7 May 1952. Engineer Salian (fnu), previously chief of the field repair department, was appointed German director (Hauptdirektor) during the middle of March 1952. Effective 15 April 1952, the production branches were reorganized into the following production departments:
 - Department I - Construction of televisions. Dipl. Ing. Walter (fnu) is the production chief and Ing. Reicholt (fnu) is the chief engineer.
 - Department II - Construction of apparatus. Ing. Helmut Wolf is the production chief and Ing. Scholten (fnu) is the chief engineer.
 - Department III - Construction of motors. Ing. Richard Lattorich is the production chief.
 - Department IV - Refining treatment (galvanizing, painting, material testing laboratory). Dipl. Chem. Herbert Benz is the production chief.

These four production departments were still subordinate to Lammert (fnu), the plant manager. The organizational structure of the Research and Development Department remained unchanged.³

25X1 [redacted] Comment. The vehicles were previously classified as WT (radio decimeter station) with suffix figures 1, 2 and 3. [redacted]

25X1 Previously reported tests of the type WT-922-I, not indicated that these sets would have to be reworked. [redacted] is reworking was

25X1 allegedly to be completed by the end of March 1952. [redacted]

25X1 The continued placing of orders for these sets indicates that the reworking process has been successful, although no definite information on this subject has been received to date.

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25X1 [redacted] Comment. The 1952 production schedule of the Sachsenwerk, Zeitzberg, was previously reported. [redacted] A previous report contained information on the development of the model RVG-203-F and TF-491 sets. See [redacted] It is believed the TF-491 referred to in the previous report is the TF-941 set mentioned in this report.

25X1 [redacted] Comment: According to a previous report, the model RVG-202-E set was manufactured at a cost of 21,000 eastmarks and was to be sold at a price of 28,000 eastmarks. The transfer of the Sachsenwerk in Zeitzberg to German ownership was announced on 1 May and ratified on 3 June.

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